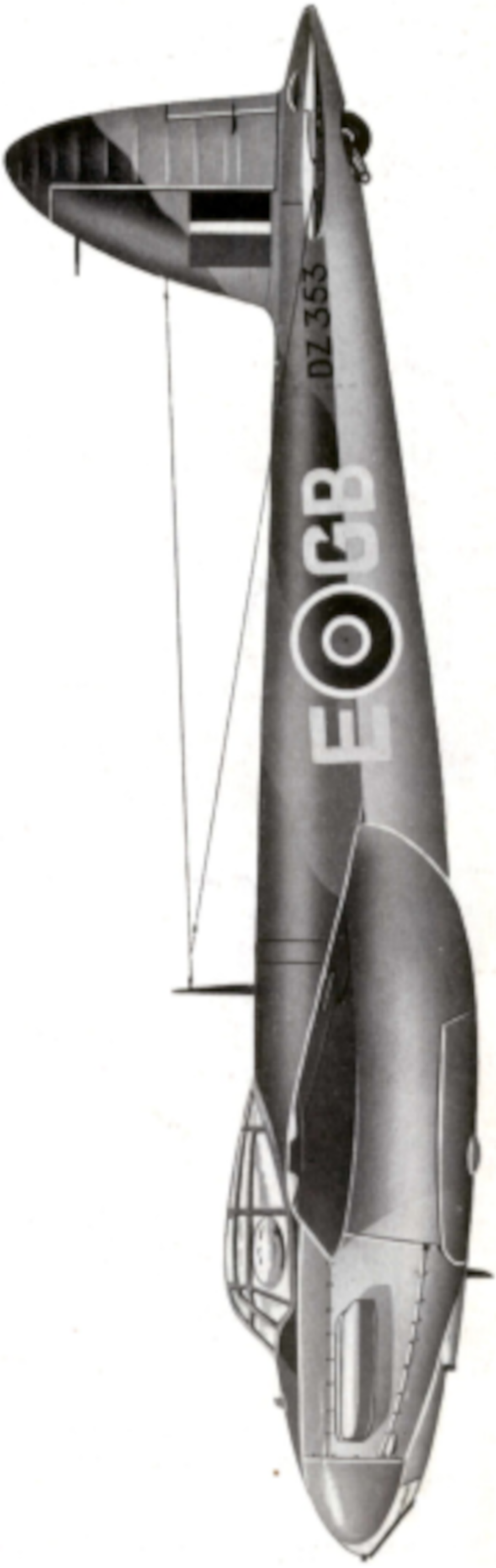
PROFILE PUBLICATIONS

The de Havilland Mosquito Mks. I - IV



NUMBER 52

TWO SHILLINGS

The de Havilland Mosquito Mks. I - IV

by Philip J. R. Moyes

Mosquito B.IV Srs. II DZ367 GB-J of No. 105 Squadron, operating from Marham, December 1942. (Photo: Charles E. Brown)

Dubbed "The Wooden Wonder" and "The Termite's Dream" because of its wooden construction, the de Havilland Mosquito of W.W.II fame, was an aircraft of phenomenal speed, versatility and striking power. Born during the dark days of 1939-40, it was originally designed as a high-speed, unarmed bomber and upon entering operational service met with immediate success. Tested on high-altitude reconnaissance, it eluded the enemy's most vigilant defences. With bombs, it flew deep into Germany and the occupied countries and outpaced the *Luftwaffe's* fastest interceptors. It doubled its bomb load, then doubled it again. It hit the enemy by day and by night. It laid mines and closed vital waterways to enemy shipping. A fighter version with four cannon and four machine-guns was built; then a fighter-bomber. With a six-pounder field gun the Mosquito was used against submarines. Another version added rockets to its armament, while yet another variant—unarmed like the bomber and P.R. marks—served as a transport.

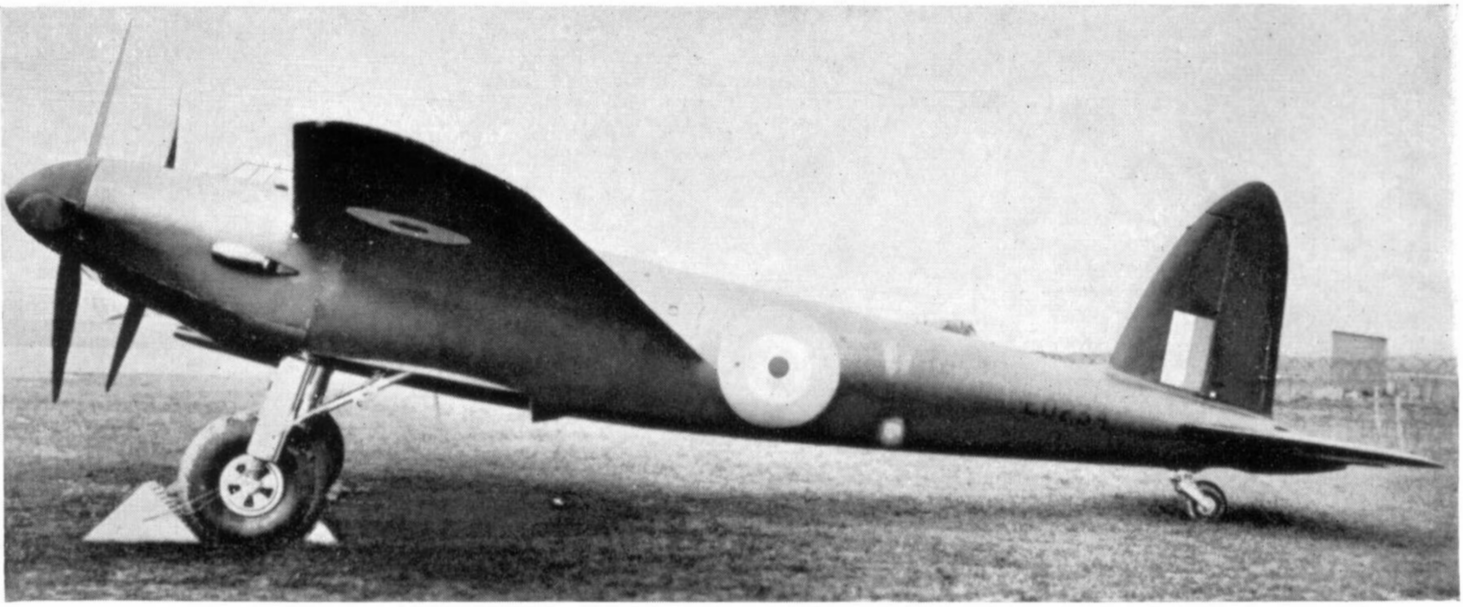
Of course, the full story of the "Mossie's" development falls outside the scope of this work, but even so it can be recorded here that no less than 7,781 Mosquitos were built throughout the world (including Canada and Australia) in some 41 different marks, the "last-off" being a N.F.38 which emerged from de Havilland's Chester factory in November, 1950.

BIRTH OF THE MOSQUITO

In the years between the wars, de Havilland, to all intents and purposes, specialised in civil aircraft, but as the shadows began to fall across Europe, Captain (as he then was) Geoffrey de Havilland, Mr. C. C. Walker and other D.H. directors, began to consider ways and means of helping Great Britain in the event of war. During the summer of 1938 alternative forms of fast bomber were considered. A bomber version of the Albatross airliner was among the most promising. It was estimated that this would carry 6,000 lb. of bombs to Berlin at 210 m.p.h. at 2·5 miles per gallon. A modified form with small-section fuselage was another proposal, but it was eventually agreed that an aircraft smaller in both fuselage and wing would be adequate for the required bomb load and range, and could be so fast as not to need defensive armament. It was felt that two Rolls-Royce Merlins should be used, and that the crew should not exceed two.

For three reasons the bomber ought to be built of wood: de Havilland had long experience with wood construction, including the advanced methods used in both the Comet racer and the Albatross; metal industries were already working to capacity and would be taxed still more; a year might be saved in building, testing and developing the prototype.

When Mr. Neville Chamberlain returned from Munich on 30th September, these deliberations took on a new gravity and in October de Havilland put its case forward to the Air Ministry, albeit without success. There were further studies and some informal talks but no progress could be made until Germany's invasion of Poland in September, 1939. The proposal was again advanced and the interest of Air Marshal Sir Wilfred Freeman, Air Member for Development and Production, was gained. In the weeks that followed the design was subjected to official investigation, and there was much discussion about the need for rear guns and a gunner, but at a conference on 29th December 1939, the company was authorised to proceed with the unarmed formula. The basic requirement was for a bomb load of 1,000 lb., a range of 1,500 miles (the sortie radius being less than half that distance), and the performance of a fighter. There was also equal interest on the Ministry side in a photographic reconnaissance version of the aircraft, and company representatives emphasised the possibilities of a long-range fighter version. Although there was little interest in that at the time, the firm kept it in mind and made sure that space was available in the basic design for four 20 mm. cannon under the crew floor.



The first prototype Mosquito bearing its original serial E0234. *Photograph was taken on ortho film which explains darkening of the aircraft's yellow finish.* (Photo: Imperial War Museum)

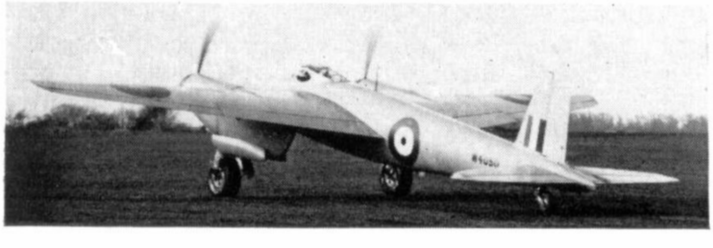
Design work went ahead at an emergency pace. It was done at an old country house a few miles from Hatfield, called Salisbury Hall—a house associated with Nell Gwynne and the Churchill family. The design team was led by R. E. Bishop and the design itself was known as the D.H.98, for which the name "Mosquito" early appeared to be appropriate.

On 1st March 1940, de Havillands were awarded a contract for 50 Mosquito bombers, including the prototype, straight off the drawing board and conforming to specification B.1/40. The Air Ministry considered it unwise to place a larger order because there might be developments, and alternative types of aircraft might be required. Just after the evacuation of Dunkirk, Lord Beaverbrook was appointed Minister of Aircraft Production in the new Churchill Government and he, anxious to concentrate all capacity on immediate operational needs, deleted the B.1/40 from the programme. This held up permission to buy materials, but de Havilland's pressed for permission to proceed and in July they obtained it, provided work did not interfere with the production of Airspeed Oxfords and Tiger Moths and other important tasks.

By now there was uneasiness about the idea of a totally unarmed bomber, but some interest in a long-range fighter and the original programme was changed to 20 bombers and 30 fighters; it was unsettled whether the latter should be single- or dual-control or should carry a turret, so three prototypes were required. This meant delay since half-completed spars and wings had to be strengthened for the higher fighter factors, and 28 fuselage noses already finished had to be altered for the fighter version.

In the autumn of 1940 the work of building the Mosquito went steadily ahead, despite the interruption of the German air attacks. Only one serious "incident" affected the new project; on 3rd October, a low-flying Ju88 bounced in four bombs off the wet grass at Hatfield which killed twenty-one people, wounded seventy, destroyed a sheet metal shop and with it 80 per cent of all the Mosquito materials, nine months' output.

The first prototype re-serialled W4050 *and with undercarriage doors fitted.*



The Mosquito prototype was built in a small hanger erected at Salisbury Hall and disguised as a barn. On 3rd November it was transported by road to Hatfield where it was put into a small blast-proof building for reassembly. It emerged for engine runs on 19th November and on 25th November it made its first flight, piloted by Geoffrey de Havilland jnr. This first flight took place four days short of 11 months from the start of detail design work, an achievement which has never been sufficiently appreciated.

The prototype was painted a bright yellow to give the British anti-aircraft gunners a chance of recognising its unfamiliar shape and made its first two flight tests in B conditions as *E-0234*, thereafter becoming *W4050*. Its performance was immediately impressive; it was highly-manoeuvrable and twice as fast as anything that Hatfield had experienced before. It caused audible vortices at the wing tips in a tight turn.

Makers' trials of *W4050* were completed in three winter months, and established the Mosquito as the world's fastest combat aircraft. It remained the fastest, on Allied or enemy side, for two and a half years of its operational career. Modifications as a result of the trials were few, the most troublesome being the extension of the engine nacelles aft which involved dividing the wing flaps. On 19th February the prototype was handed over to the R.A.F. for official trials at the A. & A.E.E., Boscombe Down. The trials went through without hitch, but for a structural failure in the rear fuselage, corrected in a day or two.

During the winter, de Havillands were told to convert the twenty bombers for photographic reconnaissance, but later they were instructed to finish ten of them as bombers after all.

STRUCTURE

Theoretically the wooden warplane was an anachronism, but the Mosquito confounded theory. The oval-section fuselage was jig-built in two halves, the join being along the vertical centre plane. Seven bulkheads made up of two plywood skins separated by spruce blocks carried the outer shell which was a sandwich of balsa wood between two layers of plywood. At the points where bulkheads were attached the balsa core was replaced by a spruce ring. Where attachments were made to the skin, a bakelite plug was inserted into the balsa, a plywood flange glued to the inner surface distributing the load. The two halves of the fuselage were scarfed together with Vee notches reinforced by ply inserts above and below and an additional overlapping ply strip on the inside of the joint. After assembly the entire fuselage was covered with Mandapolam, an aircraft fabric that is stretched with dope, then painted. The underside of the fuselage was cut out to accommodate the wing, which was attached to four massive pick-up points, the lower portion of the cut-out section being replaced after assembly.

The wing was built in one piece. It was an all-wood structure comprising two box spars with laminated spruce flanges and plywood webs, spruce and plywood compression ribs, spanwise spruce stringers and a plywood skin which in the case of the upper surface was double with the upper stringers sandwiched between the two skins. A false leading-edge, built up of nose rib formers and a D-skin, was attached to the front spar. The whole wing was screwed, glued and pinned and finally covered with fabric over the plywood. The hydraulically-operated flaps were also of wood construction. They were installed between ailerons and engine nacelles and nacelles and fuselage. The ailerons were metal framed and skinned and incorporated controllable trim-tabs.

The tail unit was quite conventional in general design but the fixed surfaces were all-wood structures while rudder and elevators were aluminium with fabric covering. Trim-tabs were all aluminium.

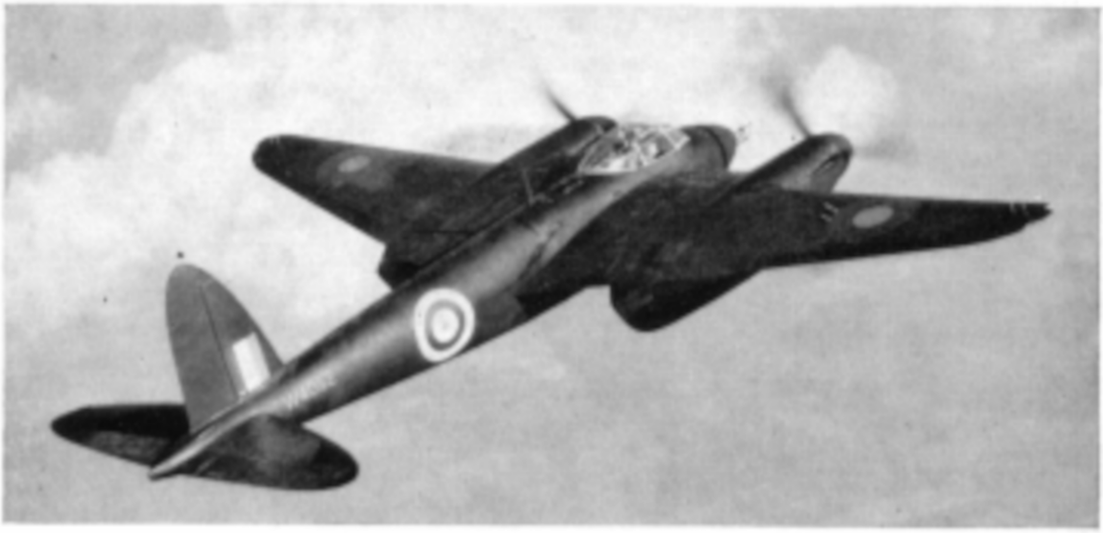
The two undercarriage units were identical and interchangeable and the interesting point about them is that the shock absorbing medium was a pile of rubber blocks working in compression—a feature which practically eliminated precision machining and considerably eased maintenance.

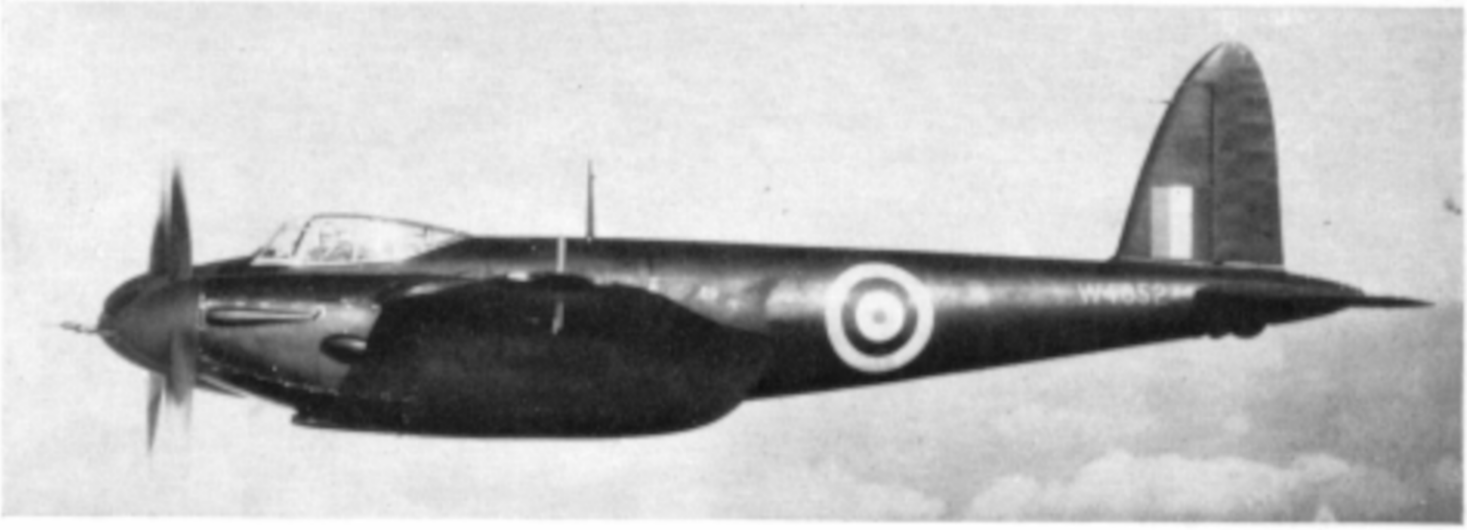
In the spring and early summer of 1941 numerous V.I.P.'s visited Hatfield and saw *W4050* peform upward rolls from ground level with one propeller feathered, circle within the airfield, and fly level at more than 400 m.p.h. Lord Beaverbrook brought General Arnold, head of the U.S. Army Air Corps and other American officers to de Havillands on 20th April and drawings were taken back to America six days later.

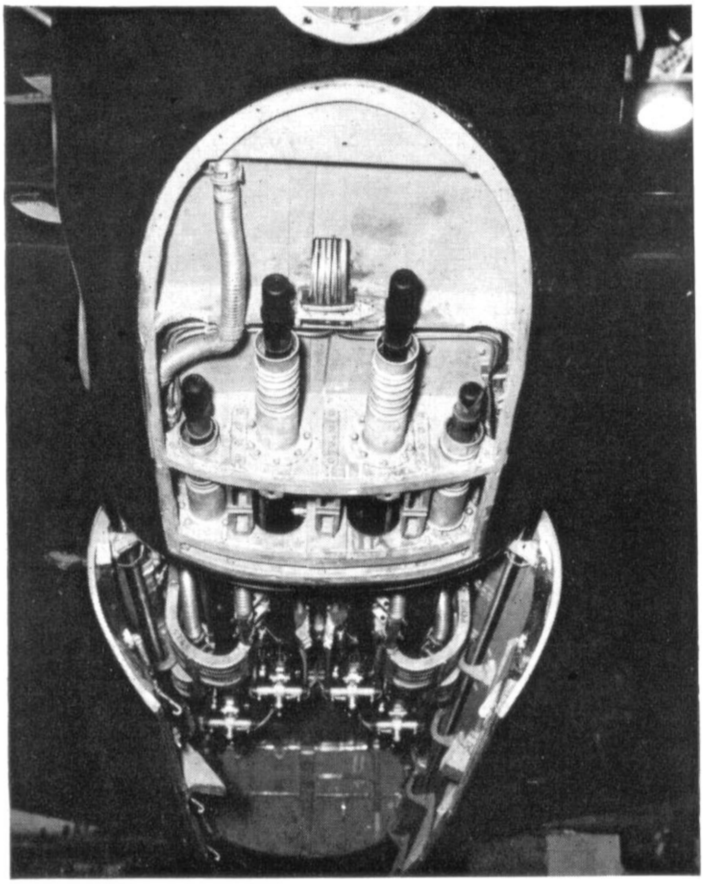
Enemy interest in the Mosquito was intense. Before dawn on 13th May a German in plain clothes with portable radio was parachuted into a field near Salisbury Hall, where the Mosquito II night fighter prototype, *W4052*, was ready to fly. Through lack of finesse he was caught the next day, and on 15th May the prototype flew, straight off from the field beside the "barn" where it had been built, a mile from where the spy had buried his parachute. He was executed on 10th December at Wandsworth.

The Mosquito II prototype conformed to specification F.21/40. It had strengthened wing spars to meet loads imposed by fighter manoeuvring, and was armed with four 20-mm. Hispano cannon under the floor and four 0·303-in. Browning machine guns in the nose. The guns were fired electro-pneumatically, there being an air compressor in the port engine nacelle. This compressor, in addition to serving the guns, also operated the pneumatic wheel brakes. The aircraft had a flat bullet-proof windscreen and

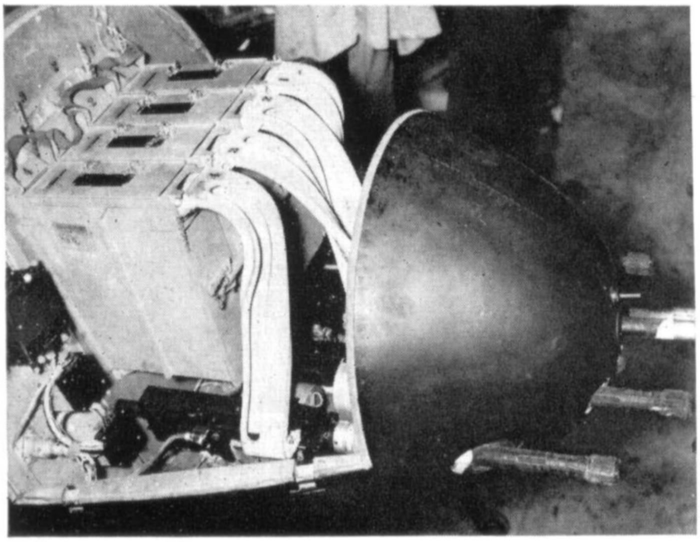
Right and below: *Prototype Mosquito N.F.II* W4052 *in original night black finish. Note characteristic "arrowhead" aerial of A.I. Mk. IV radar on nose.*





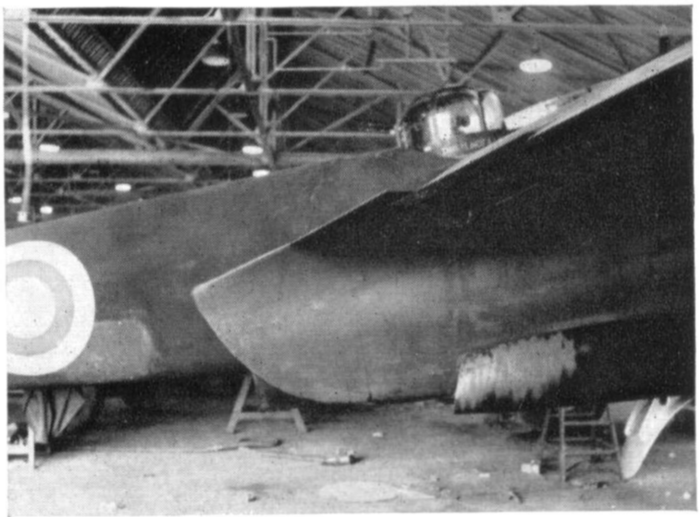


Installation of 20 mm. Hispano cannon and (below) *0·303 in. Browning machine guns in Mosquito N.F.II.*

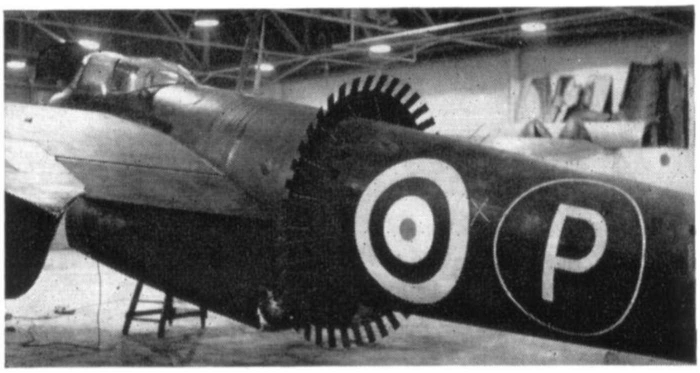


carried A.I. Mk. IV "arrowhead" radar. The cockpit for pilot and observer was entered through a door on the starboard side below the wing instead of through a trapdoor in the floor as in other versions. A telescopic ladder was carried which gave access to the cabin. The pilot was seated on the port side, while the observer's seat was on the right of the pilot and very slightly behind him. (In the bomber version there was a prone bomb-aimer's position below the seats and in front of them).

Prototype N.F.II W4052 *in day-fighter camouflage.*



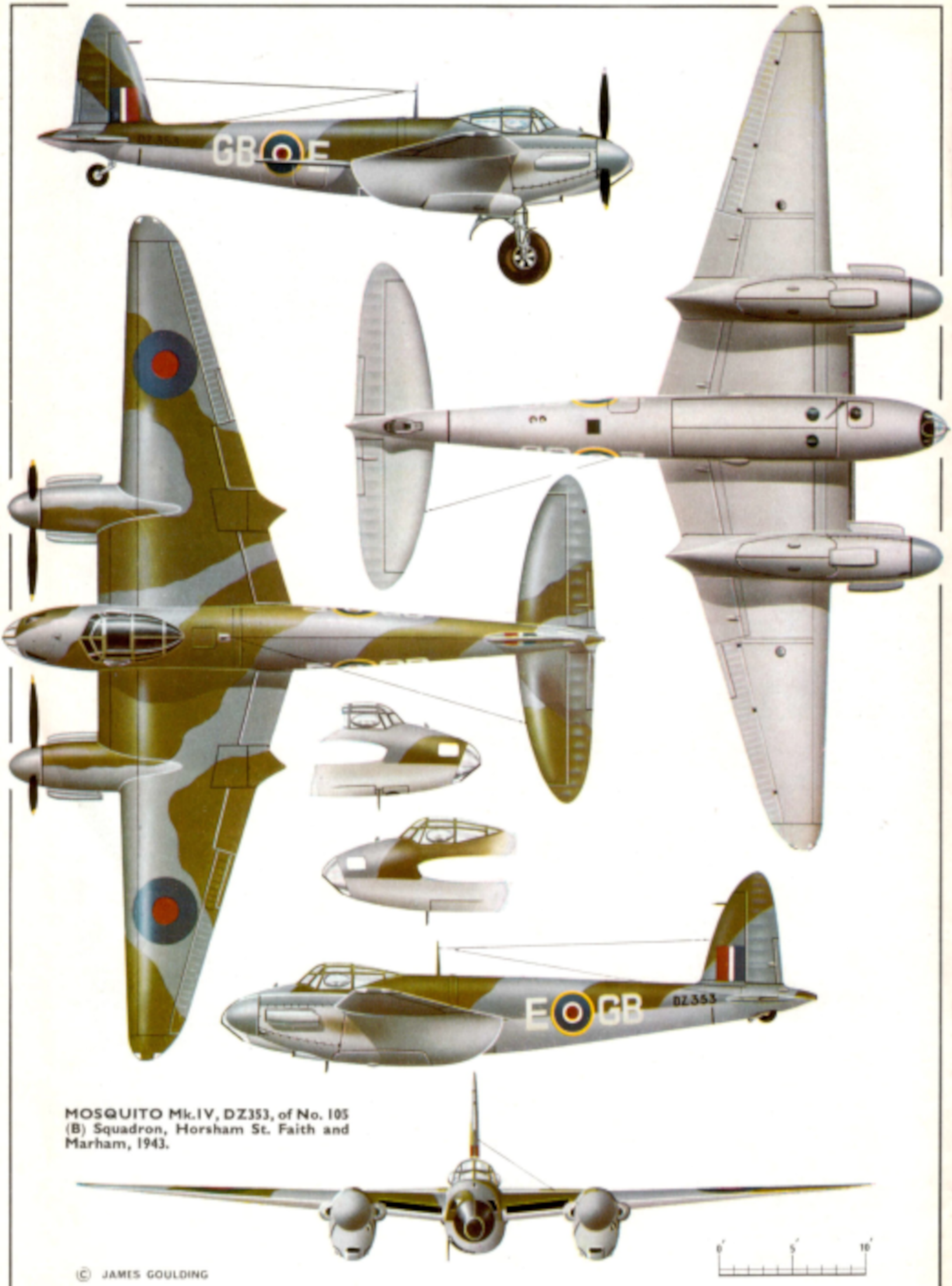
Above: *Dummy Bristol B.XI turret on N.F.II prototype* W4052.
Below: *Same aircraft fitted with circular segmented air-brake.*



W4052 was used for various experimental purposes during the course of which it was, in September, 1942, fitted with a dummy Bristol Type B.XI two-gun dorsal turret immediately behind the cockpit. However, defensive armament for the Mosquito was never really considered necessary and the scheme was abandoned. Later, *W4052* was flown with a bellows-operated segmented air-brake fitted around the fuselage aft of the wing, this being intended to facilitate rapid deceleration during interceptions. Although the time taken to decelerate from 250 m.p.h. to 150 m.p.h. in level flight was reduced by a third, this reduction was not considered sufficient to warrant the adoption of the brake operationally.

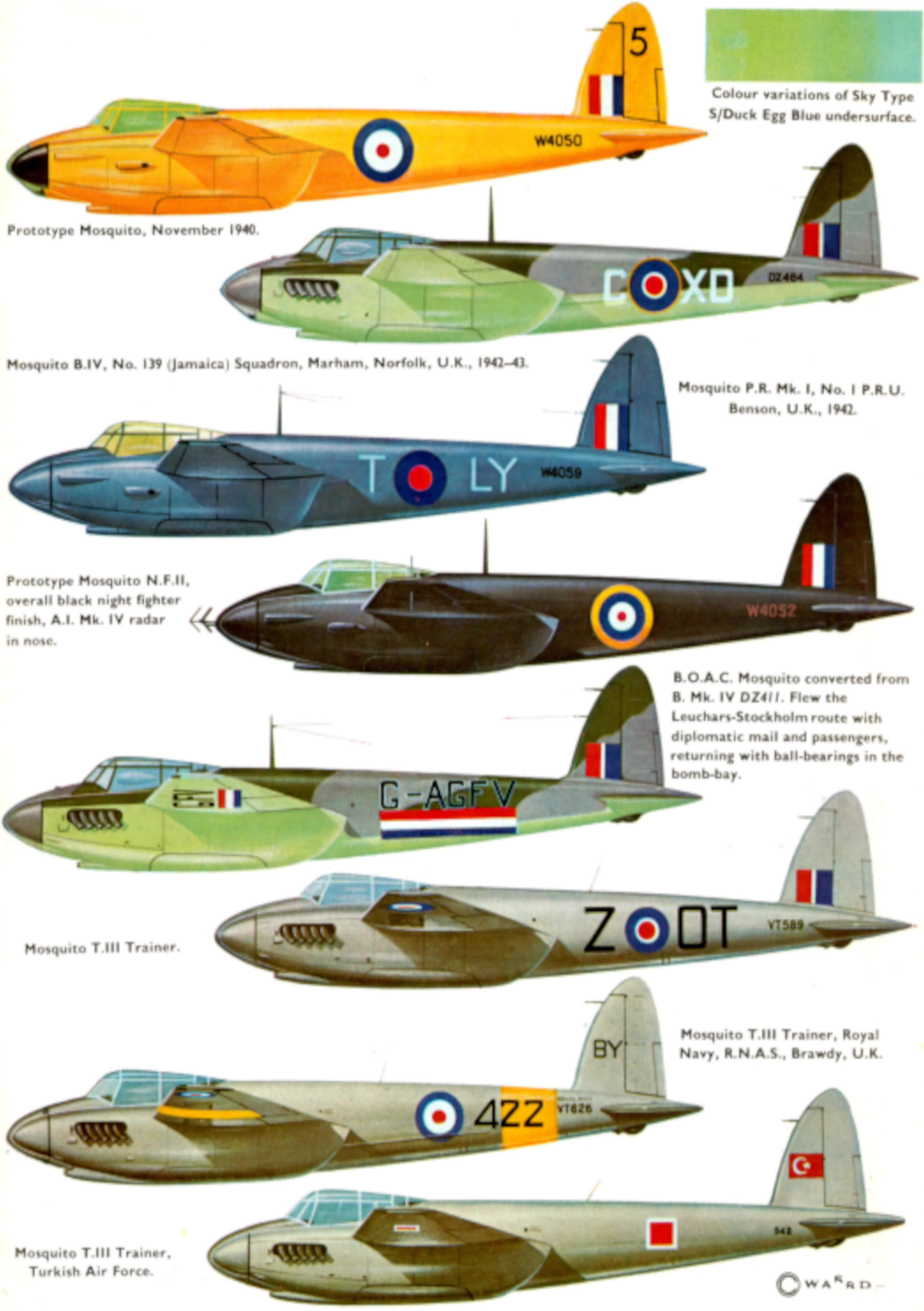
MOSQUITO ENTERS SERVICE

Last of the three original Mosquito prototypes was the P.R. Mk.I, *W4051*, which made its maiden flight on 10th June 1941. This aircraft was handed over by the A. & A.E.E., Boscombe Down, to No. 1 Photographic Reconnaissance Unit at Benson on 13th July 1941, and was subsequently coded LY-U. In that same month de Havilland was ordered to build Mosquitoes in large quantities both in Britain and Canada. Between 7th and 13th August de Havilland delivered to No. 1 P.R.U. four production P.R. I's (*W4055*, *'56*, *'58* and *'59* from the batch of 10 serialled *W4054-'4063*) and on 18th August one of these (*W4055*, S/Ldr. Clarke) flew the first operational Mosquito sortie—a reconnaissance of the West Franco-Spanish Frontier, which was in fact unsuccessful owing to what the unit's Operations Record Book merely describes as "technical trouble". By May 1942, No. 1 P.R.U.'s Mosquitoes were ranging as far afield as Narvik in northern Norway and Pilsen in Czechoslovakia.


GB E
DZ353
E GB
DZ353
0'
5'
10'

MOSQUITO Mk. IV, DZ353, of No. 105 (B) Squadron, Horsham St. Faith and Marham, 1943.

© JAMES GOULDING


5
W4050
C XD
DZ484
T LY
W4059
W4052
G-AGFV
Z OT
VT589
BY
422
VT626
542
©WARD

Colour variations of Sky Type S/Duck Egg Blue undersurface.

Prototype Mosquito, November 1940.

Mosquito B.IV, No. 139 (Jamaica) Squadron, Marham, Norfolk, U.K., 1942–43.

Mosquito P.R. Mk. I, No. 1 P.R.U. Benson, U.K., 1942.

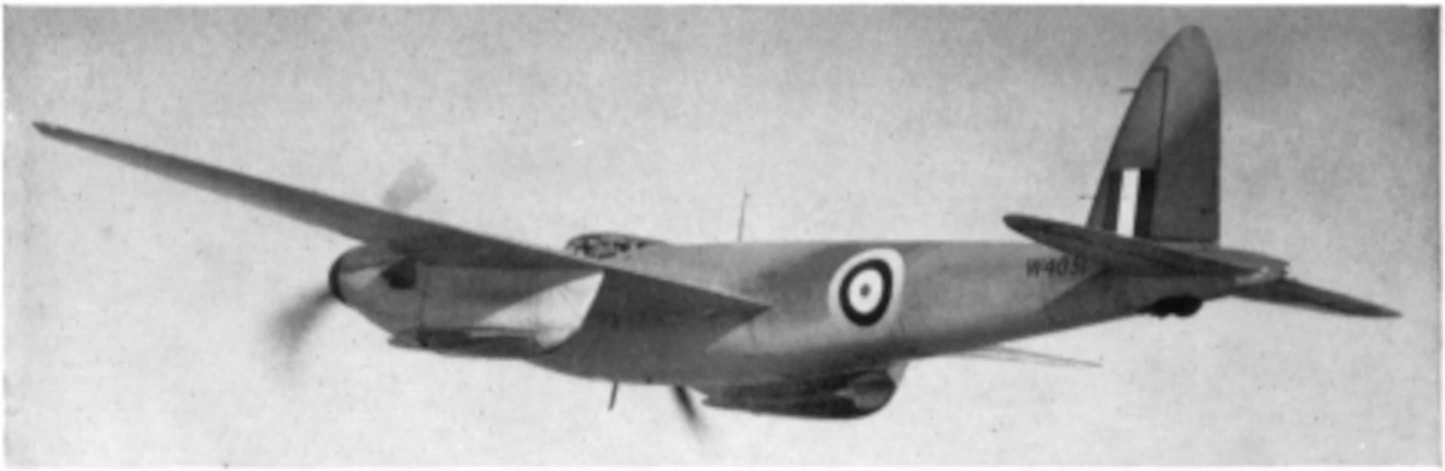
Prototype Mosquito N.F.II, overall black night fighter finish, A.I. Mk. IV radar in nose.

B.O.A.C. Mosquito converted from B. Mk. IV *DZ411*. Flew the Leuchars-Stockholm route with diplomatic mail and passengers, returning with ball-bearings in the bomb-bay.

Mosquito T.III Trainer.

Mosquito T.III Trainer, Royal Navy, R.N.A.S., Brawdy, U.K.

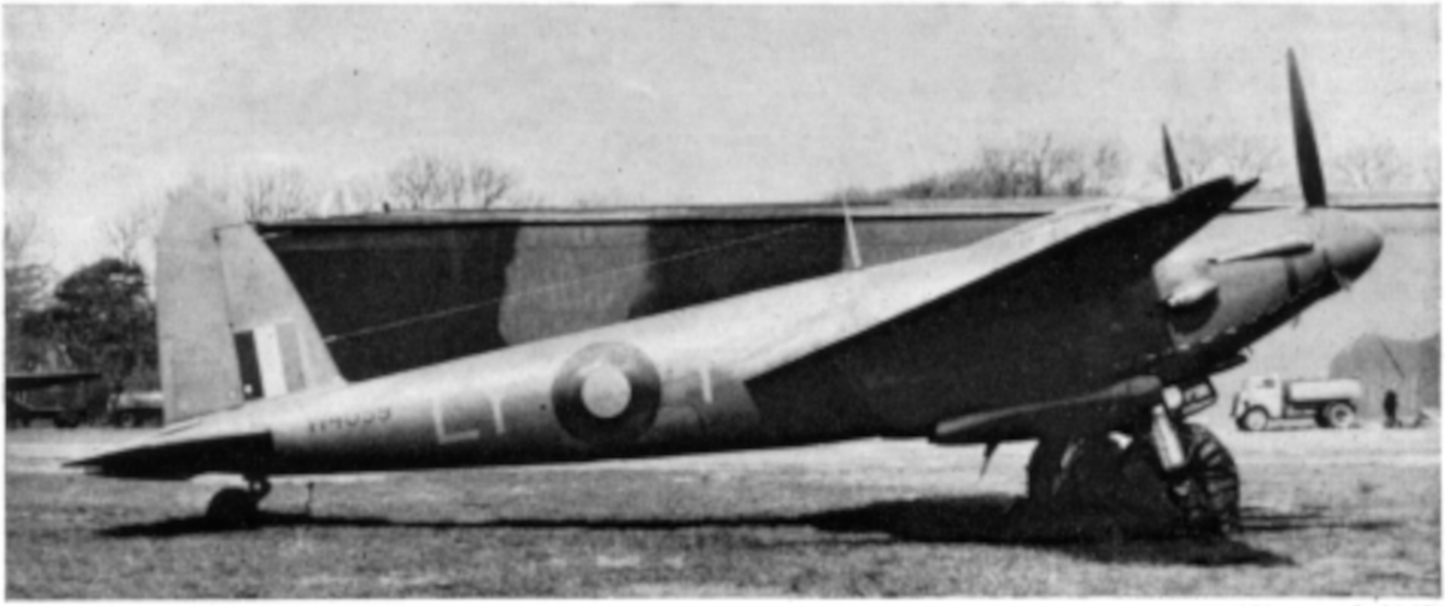
Mosquito T.III Trainer, Turkish Air Force.



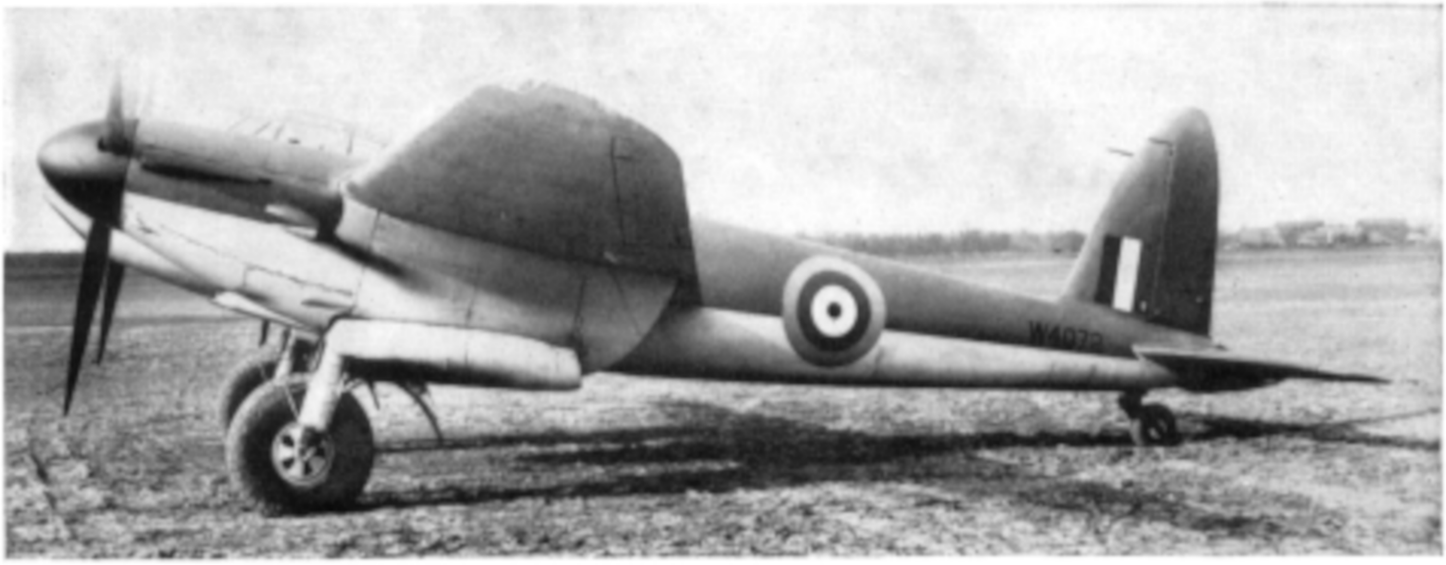
Bases used in addition to Benson included Leuchars, Wick, St. Eval and Gibraltar.

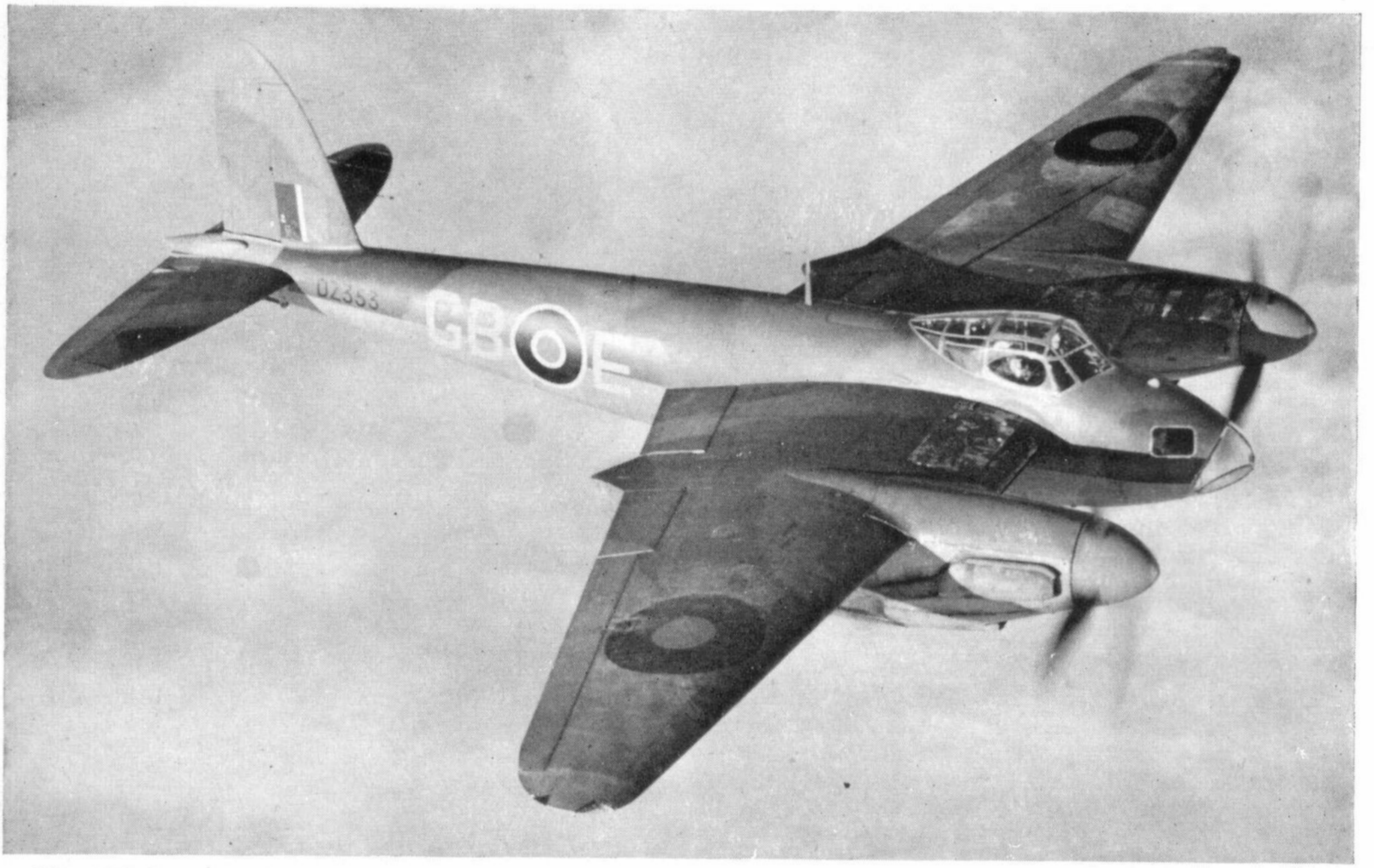
Mosquito bombers and fighters became operational in the early part of 1942. The first production bomber was the Mk. IV and it existed in two main versions: the Series I, of which eight or nine appear to have been built; and the Series II (263 built) which could be identified by longer nacelles extending aft of the wing. Early in the history of the Mosquito, de Havilland engineers discovered that if bomb vanes were cropped it was possible to carry four 500-pounders instead of the intended 250-pounders, and as a result the aircraft's hitting power was doubled before it even entered service.

Prototype Mosquito P.R. Mk. I W4051 *and* (below) *same aircraft coded LY-U after delivery to No. 1 P.R.U.*



Above: *Mosquito P.R. Mk. I* W4059 *of No. 1 P.R.U. coded LY-T.* Below: *Eighth production B. Mk. IV* W4072, *March 1942.* (Lower photo: Imperial War Museum)





No. 105 Squadron in No. 2 Group was the first to receive Mosquito B.IV's (beginning with *W4064*, delivered to Swanton Morley by Geoffrey de Havilland jnr. on 15th November 1941) and it was this unit which on 31st May 1942, inflicted the first "Mosquito bite" on the enemy by making a daylight attack on Cologne as a follow-up to the R.A.F.'s "1000-bomber" raid on that city the previous night. Four Mosquitoes were despatched and one of them failed to return. The first public mention of the Mosquito was on 26th September 1942, following a low-level attack made the previous day by No. 105 Squadron on the Gestapo headquarters at Oslo. A few days earlier, on 20th September, No. 105 Squadron had attempted the first daylight raid against Berlin.*

During the winter of 1942/43 a second Mosquito bomber squadron—No. 139 (Jamaica)—began to operate in No. 2 Group and before long both squadrons had become past masters at hitting pin-point targets with an extremely high degree of accuracy. They employed a technique which they had developed themselves; it combined shallow dive attacks with high-speed low-level passes in order to confuse anti-aircraft defences. In the summer of 1943 Nos. 105 and 139 Squadrons joined the Pathfinder Force (No. 8 Group) and went over to night raiding. Meanwhile Mosquito B.IV's of No. 109 Squadron (another P.F.F. unit) had also made a name for themselves by using, operationally, the *Oboe* radar navigation and bombing aid for the first time—in a raid against a power station at Lutterade in Holland on 20/21st December 1942.

A number of production B. Mk. IV's—reportedly 26 aircraft—were modified to carry the 4,000-lb. bomb plus two 50-gallon under-wing drop tanks and early in 1944 these began to enter service with the P.F.F. The first B.IV to drop a "cookie" on the enemy was *DZ647* of No. 692 (Fellowship of the Bellows) Squadron, the date and occasion being 23/24th February 1944, during a raid on Düsseldorf. The Mosquito B. IV was also adapted to take the *Highball* spherical bomb, a smaller-scale variant of Dr. Barnes Wallis's

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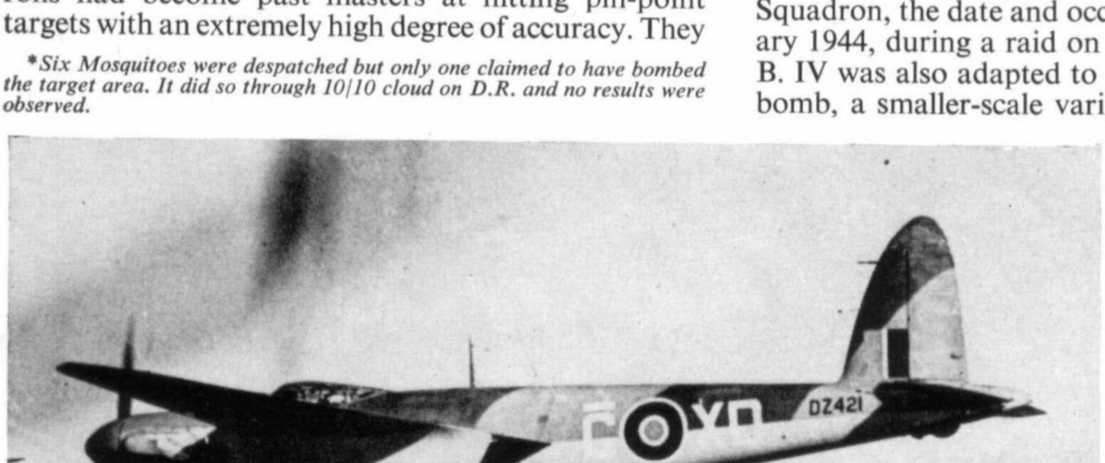
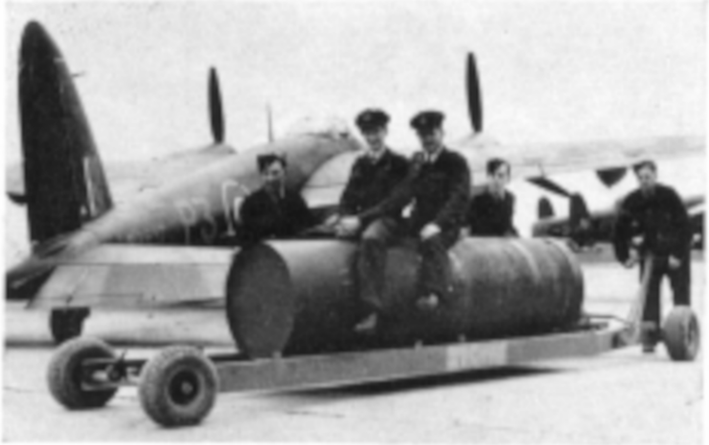
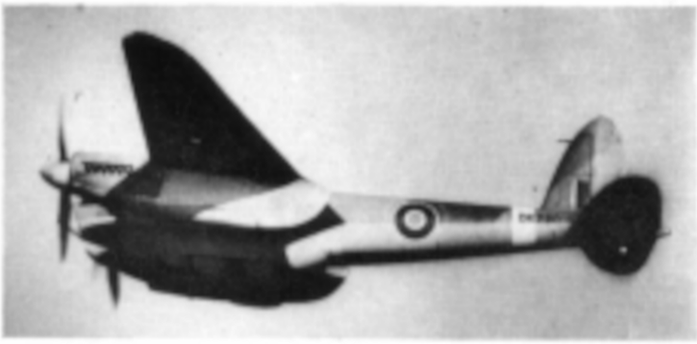
**Six Mosquitoes were despatched but only one claimed to have bombed the target area. It did so through 10/10 cloud on D.R. and no results were observed.*



Above: *B. Mk. IV Srs. II* DZ353 *GB-E of No. 105 Squadron, subject of the five-view drawing on page 2. This photograph was taken in December 1942.*
(Photo: *The Aeroplane*)

Left: *B. Mk. IV Srs. II* DZ421 *XD-G bar of No. 139 (Jamaica) Squadron which operated from Marham with No. 105 Squadron.*





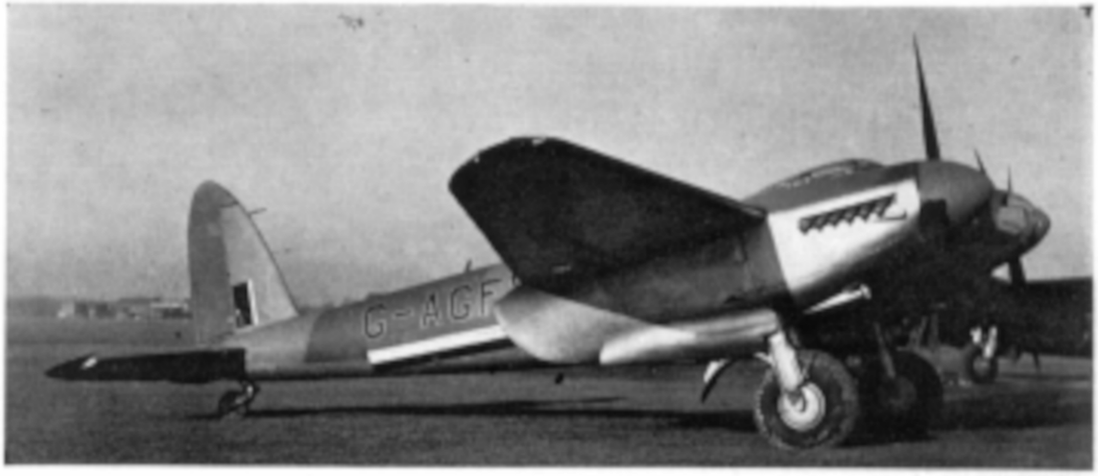
Above: *Trial installation of* Highball *weapon on B.IV Srs. II DK290* (Photo: Imperial War Museum). Left: *DZ637, one of No. 692 Squadron's 4,000 lb. bomb-carrying B.IV Srs. IIs, Graveley, Spring 1944.*

Upkeep weapon used by No. 617 Squadron's Lancasters to breach the Ruhr dams. A considerable number of Mosquito B. IV's, each equipped to carry two *Highballs* were allotted to No. 618 Squadron of Coastal Command* and sent out to Australia in the winter of 1944/45 and held in readiness for use against the Japanese Navy. The Americans, however, had their own arrangements for dealing with this campaign and the Mosquitoes did not operate.

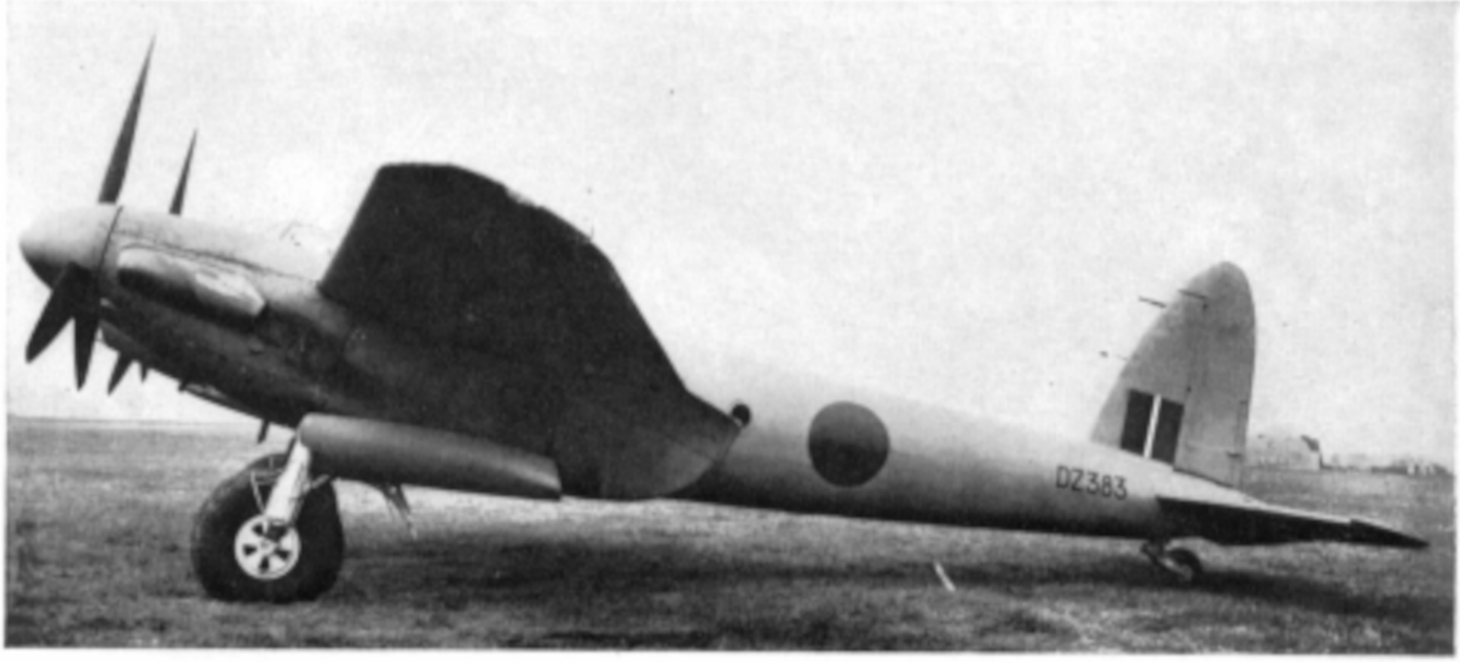
Experimental Mosquito B. IV's included *DK290* with cut-away bomb bay for *Highball* dropping trials, and *DZ594* with the first bulged bomb-bay to accommodate a 4,000-lb. bomb. Another B. IV, *DZ540*, was fitted with 1,680-h.p. Merlin 72 engines and served as the prototype for the high-flying B. Mk. IX.

B.O.A.C. saw in the Mosquito their solution to their problem of running a regular air service between Britain and neutral Sweden, that had to pass enemy fighter bases. Mosquito "airliners", bearing civil registrations, unarmed merchantmen, flown by B.O.A.C. crews, operated this service from early 1943, carrying a half-ton payload of urgent freight and diplomatic mails, and even passengers; the latter (one of whom was Sir Malcolm Sargent, the conductor) were locked in the bomb bay with a supply of refreshments, reading material and oxygen. Ten Mosquitoes were involved in this duty, the first of which was a converted B. IV (G-AGFV ex *DZ411*) and the rest converted B. VI's.

**Between 60 and 64 B.IV's were eventually modified for* Highball *but 30 of these were reportedly re-converted to take a 4,000 lb. bomb.*



Right: *B.O.A.C.'s first civil Mosquito, G-AGFV ex B.IV Srs. II DZ411.* Below: *Mosquito P.R.IV DZ383, May 1943.*



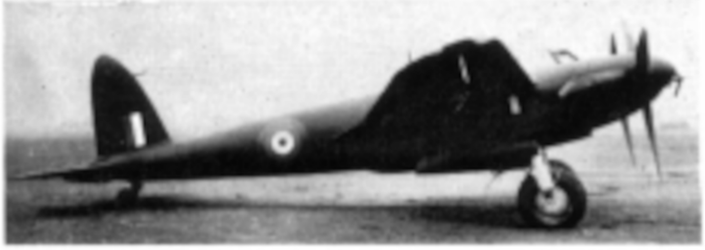
Above: *Mosquito Mk. IIs* DZ716, '724 *and* '717 *(coded UP-L, 'S and 'O respectively) of No. 605 Squadron in day-fighter camouflage.*
Below right: *Mosquito Mk. II* DZ228 *of No. 23 Squadron over Malta.* (Photos: Imperial War Museum)

The Mosquito's fighting career, as already mentioned, began early in 1942. The first squadron to be equipped with the N.F.II was No. 157. This unit formed at Debden on 13th December 1941, and received its first N.F.II, *W4073* (dual control) on 26th January 1942, after having moved to Castle Camps. The first operational sorties were flown on 27/28th April when *DD603*, *'618* and *'627* made night patrols and the first "probable" was claimed a month later, on 29/30th May, when *W4099* (S/Ldr. Ashfield) engaged a Do 217 whilst on patrol over the Channel south of Dover. No. 23 Squadron at Ford was the next to receive Mosquito N.F.II's. It flew its first operational sortie on 5/6th July 1942 (YP-S*, W/Cdr. B. R. O'B. Hoare, D.F.C.) and the following night made its first "kill" when the above-mentioned aircraft and pilot destroyed a Do 217 over Montdidier. No. 23 previously flew Bostons and Havocs and did not become a homogenous Mosquito unit until August, 1942. It took its aircraft to Malta in December, 1942, and in 1943 flew intruder patrols over Sicily, Italy and North Africa.

N.F. Mk.II *W4087* had a Helmore Turbinlite of 2,600 million candle power installed in its nose and was operated by Nos. 25 and 85 Squadrons into 1943, by which time centimetric A.I. radar had rendered it obsolescent. Another N.F.II, *DD723*, had its Merlin 23's fitted with chin radiators in place of the standard wing leading-edge radiators.

A dual-control trainer version of the Mosquito first flown on 30th January 1942, and designated T.Mk.III, was produced in small batches in 1943, the first examples being conversions of early N.F.Mk.II's. Others were built in 1948-49 and remained in service with No. 204 Flying Training School and with an Operational Conversion Unit of Bomber Command until 1953. A number of T.III's were exported to Burma, Dominica, Israel, Jugoslavia, Norway and Turkey during the early post-war years.

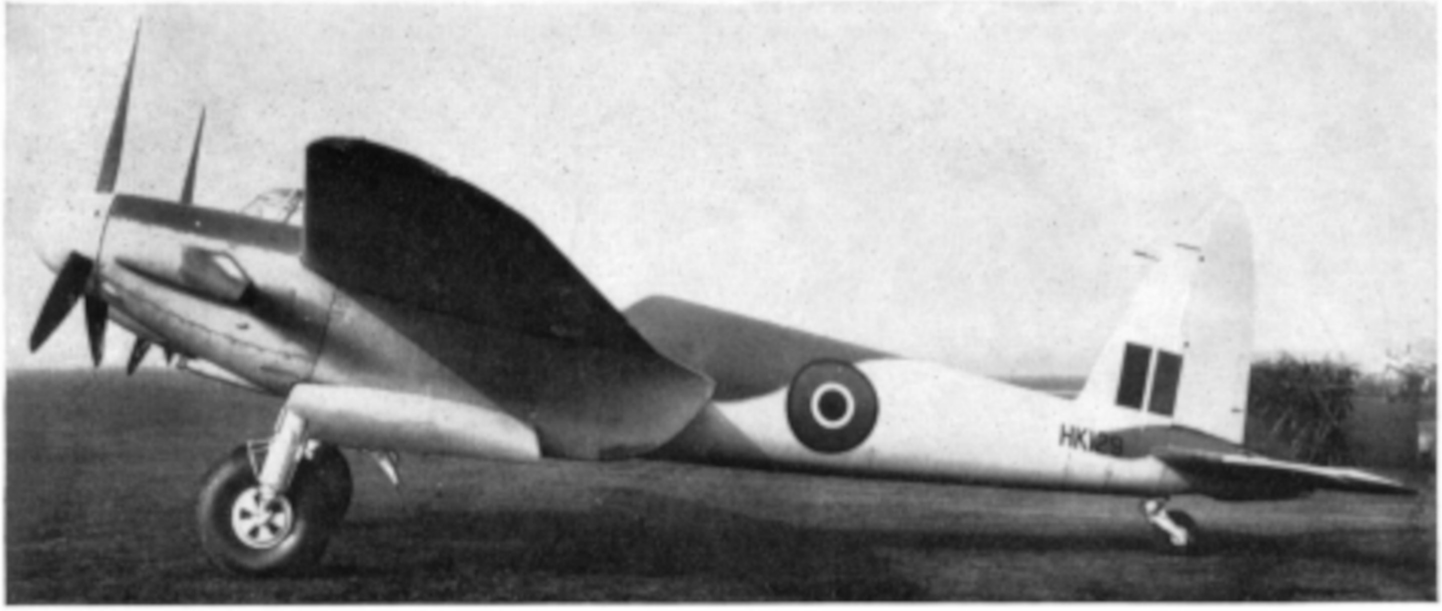
**No serial given in unit's O.R.B.*



Above: DD609, *an early production Mosquito N.F.II.*
(Photo: Imperial War Museum)

Above: *A Mosquito T.III in Turkish Air Force markings.*

Below: *N.F. Mk. II* HK129 *before conversion to N.F.XII (see page 12).* (Photo: Imperial War Museum)



SPECIFICATION

Power: (Mks. I, II, III and IV). Two 1,460 h.p. Rolls-Royce Merlin 21 or 23 twelve-cylinder 60° Vee liquid-cooled engines.

Fundamental design information: (Mks. I, II, III and IV). Span 54 ft. 2 in., length (tail down) 40 ft. 4 in., (centre line horizontal) 40 ft. 9½ in., height (over rudder in flying position) 17 ft. 5 in., horizontal tail surface span (Series I a/c) 19 ft. 5½ in. (Series II a/c) 20 ft. 9 in., wing area 454 sq. ft., root airfoil, Piercy Modified Section RAF 34, tip airfoil, Piercy Modified Section RAF 34, angle of incidence plus 1½°, dihedral (measured on top face of front spar) 1° 24 min. ± 10 min., aspect ratio 6·67, taper ratio (root chord/tip chord) 3·2 to 1, length root chord (25 in. from fuselage centre line) 12 ft. 3 in., length tip chord (300 in. from fuselage centre line) 3 ft. 10 in., fuselage depth (max.) 5 ft. 5½ in., fuselage width (max.) 4 ft. 5 in., wheel track 16 ft. 4 in.

Weights and Performance

	P.R. Mk. I	F. Mk. II
Tare weight	12,824 lb.	13,431 lb.
All-up weight	19,670 lb.	18,547 lb.
Max. speed	382 m.p.h.	370 m.p.h.
Cruising speed... ...	255 m.p.h.	255 m.p.h.
Initial climb	2,850 ft./min.	3,000 ft./min.
Ceiling	35,000 ft.	36,000 ft.
Max. range	2,180 miles	1,705 miles
	T. Mk. III	B. Mk. IV
Tare weight	13,104 lb.	13,400 lb.
All-up weight	16,883 lb.	21,462 lb.
Max. speed	384 m.p.h.	380 m.p.h.
Cruising speed... ...	260 m.p.h.	265 m.p.h.
Initial climb	2,500 ft./min.	2,500 ft./min.
Ceiling	37,500 ft.	34,000 ft.
Max. range	1,560 miles	2,040 miles

Above: *A late production T.III, RR299, currently owned by Hawker Siddeley Aviation and normally based at Chester.*

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PRODUCTION

W4050 (ex E-0234) 1st prototype.

W4051 P.R. I prototype.

W4052 F. II prototype.

W4053 F. II (converted to T. III).

W4054–'4063 P.R. I (10 a/c), (W4057 to A. and A.E.E. 9/41 and to D.H. 2/42 for conversion to bomber).

W4064 and '4065, W4067–'4072 B. IV Srs. I (8 a/c), (W4064, '65, '67 and '68 designated "Bomber Conversion Type" on Air Ministry Form 78s, or aircraft history cards).

W4066 P.R. IV Srs. I.

W4073–'4099 F. II and N.F. II (27 a/c), (W4073, '75 and '77 converted to T. III).

DD600–'644, DD659–'691, DD712–'759, DD777–'800, N.F. II (150 a/c), (DD715 converted to N.F. XII; DD664 to R.A.A.F. as A52–1001; DD723 was a special version with Merlin 23s).

DK284–'303, DK308–'333, DK336–'339, B. IV Srs. II and a few P.R. IV Srs. II (total 50 a/c), (DK290 modified to carry *Highball* spherical bomb; DK324 became P.R. VIII prototype; DK296 to Russia and DK297 to Canada).

DZ228–'272, DZ286–'310, N.F. II (70 a/c).

DZ311–'320, DZ340–'388, DZ404–'442, DZ458–'497, DZ515–'559, DZ575–'618, DZ630–'652 (250 a/c), B. IV Srs. II except for following as P.R. IV Srs. II: DZ383, '411, '419, '431, '438, '459, '466, '473, '480, '487, '494, '517, '523, '527, '532 '538, '544, '549, '553, '557, '576, '580, '584, '588, '592, '596, '600 and '604. (DZ342, '346, '404 and '424 converted to P.R. VIII; DZ411 loaned to B.O.A.C. as G–AGFV; DZ540 became B. IX prototype; DZ594/G had bulged bomb bay; DZ630–'652 with 40 (?) others modified to carry *Highball* spherical bombs, some (reportedly 30) subsequently re-converted to carry a 4,000-lb. bomb).

DZ653–'661, DZ680–'727, DZ739–'761, N.F. II (80 a/c), (DZ714 had a special *H2S* scanner fitted).

HJ642–'662, HJ699–'715, N.F. II (38 a/c), (HJ662 became F.B. VI prototype).

HJ851–'899* T. III (49 a/c).

HJ911–'944* N.F. II (34 a/c).

HJ958–'999* T. III (42 a/c).

HK107–'141*, HK159–'204*, HK222–'236* (96 a/c). Built as N.F. II but delivered to Marshall's, Cambridge, for conversion to N.F. XII.

LR516–'541*, LR553–'585* T. III (59 a/c).

RR270–'319* T. III (50 a/c).

TV954–'984* T. III (31 a/c).

TW101–'119* T. III (19 a/c).

VA871–'894*, VA923–'928*, T. III (30 a/c), (VA877–'881 to Royal Navy).

VP342–'355, T. III (14 a/c).

VR330–'349, T. III (20 a/c), (mostly sold abroad).

VT581–'596, VT604–'631, T. III (44 a/c), (VT582, '583, '595, '596, '611, '615, '618, '619, '622–'624, '626–'631 to Royal Navy).

*= Leavesden-built (other a/c were Hatfield-built, or, in case of W4050 and W4052, Salisbury Hall-built).

Examples of Mosquitoes Used by R.A.F. Units

No. 1 P.R.U. W4055 LY–T (P.R. I); No. 23 Sqdn. DD687 YP–E, DZ228 YP–D (N.F. IIs); No. 25 Sqdn. W4073 (T. III converted from N.F. II); No. 105 Sqdn. DZ360 GB–A; No. 109 Sqdn. DK333 (B. IV); No. 139 (Jamaica) Sqdn. DK330 XD–A, DZ464 XD–C (B. IVs); No. 141 Sqdn. W4089 TW–W (T. III converted from N.F. II); No. 157 Sqdn. W4079 RS–F (N.F. II); No. 264 (Madras Presidency) Sqdn. DD636 PS–D (N.F. II); No. 410 (Cougar) Sqdn. R.C.A.F. DD720 RA–G (N.F. II); No. 456 Sqdn., R.A.A.F. DD739 (N.F.II); No. 605 (County of Warwick) Sqdn. DZ716 UP–L (N.F. II); No. 692 (Fellowship of the Bellows) Sqdn. DZ534 (B. IV modified to carry 4,000-lb. bomb and 50-gallon underwing fuel tanks).

Below: *The prototype Mosquito* W4050 *arriving at its birthplace, Salisbury Hall, London Colney, where it is now permanently on display in a specially-erected hangar.*

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